



April 8, 1977

MEMORANDUM FOR: Mr. Alvin Alm
Office of Energy Policy and Planning
The White House

SUBJECT: President's Energy Message

Dr. Schlesinger and I have discussed whether there are possible car pooling or van pooling plans that could be implemented as part of the energy program. I have not been able to give a good answer that satisfies me, but I did tell him we have studies in the Department of Transportation on everything.

Dr. Schlesinger told me to refer to you any pertinent material which might be helpful. I have enclosed several departmental reports that should give you a very good indication of our car pooling and van pooling activities. If you need any further information please have your staff contact Mr. Stephen Baluch (426-0210) or Ms. Katherine O'Leary (426-4347).

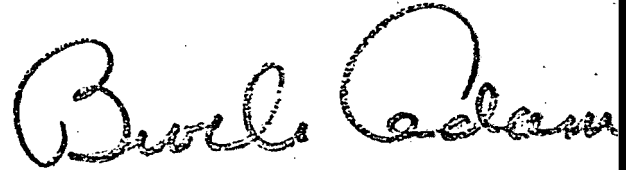
I have particularly stressed to Dr. Schlesinger that the President's energy message should support the 55 mph speed limit. You can contact our new Administrator for the National Highway Traffic Safety Administration (NHTSA), Ms. Joan Claybrook, for any facts and figures you may need as to both improved fuel conservation and the safety improvements that result from this program. The President's support of this program is extremely important, since the States are having a very difficult time enforcing the limit.

I also cannot emphasize enough that if energy conservation utilizes a system of taxation to reduce consumption, that a positive side of this can be to use such funds for alternative, more fuel efficient transportation needs, both in the movement of people and of goods.

For example, if automobile travel is more expensive because of higher fuel costs, and we implement other programs to reduce use of petroleum by using more fuel efficient systems of moving goods, then we must make

available to the people an alternative to the use of their cars (such as urban and rural public transportation systems) and a fuel efficient alternative to high energy use transportation (intermodal fuel efficient transportation of goods by truck, rail and barge). If this is done, then we can develop a follow-on transportation policy that meshes with the energy policy to give the American people a positive program for maintaining their present lifestyle by traveling back and forth to work on energy efficient vehicles while still having the automobile available for their more flexible travel requirements.

I am sending a copy of my memorandum to Stu Eizenstat, so he knows that I have commented to you on energy policy, and also to Ms. Joan Claybrook, who has direct responsibility for administering these programs in our Department.

A handwritten signature in dark ink, appearing to read "Brock Adams". The signature is fluid and cursive, with the first name "Brock" being more prominent than the last name "Adams".

Enclosures

Brock Adams

cc: Honorable Stuart Eizenstat
Assistant to the President
for Domestic Affairs and Policy

Honorable Joan Claybrook
Administrator
National Highway Traffic Safety
Administration (DOT)

March 23, 1977

Mr. S. David Freeman
Energy Policy and Planning
Executive Office of the President
The White House
Washington, D.C. 20500

Dear Dave:

Attached is a draft insert for the President's Energy
Message as we discussed in our meeting of March 8.

Please feel free to call me if you need any additional
information.

Sincerely,

Original Signed by
Mortimer L. Downey

Attachment

MLDowney:fah 3/23/77

cc: S-5, S-10

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DRAFT INSERT FOR PRESIDENT'S ENERGY MESSAGE

We all know that we live in a world of scarce energy and land resources. Yet we are reluctant to change our transportation habits accordingly. A more fuel-efficient automobile is essential, but it is only the beginning of a more energy-effective transportation system.

Together we must define what we can do to bring about this needed change. We must be serious about discouraging our automobile habit and begin the psychological transition to greater use of public transportation. Energy savings in the short term will be modest, but by providing incentives for car and vanpooling, increasing the use of exclusive bus lanes, and expanding our bus services, we can build a conservation trend. Increasing average commuter car occupancy by a mere 3/10th of a person can save 7% of our daily oil consumption or 1.21 million barrels per day.

In the longer term both bus and rail mass transit systems will play a significant role in reducing energy consumption. We must commit ourselves to providing acceptable transportation options to serve our existing spread out communities and to joining land use and transportation planning together as we undertake new development and the revitalization of our older communities. New development patterns based on public transportation can revive our neighborhood concept, bring our homes and offices, churches and schools, shops and other community services together and at the same time provide significant energy conservation. Revitalized downtowns, connected by bus and rail services, can provide the focus for energy-efficient inter-city travel as well as commuter trips.

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